

PLANS HELP FOR DESERTED WIVES

Iron Man Crane of Chicago
Leaves \$2,135,000 for Charitable Works.

Chicago, Jan. 16.—From the fortune of the late Richard T. Crane, wealthy iron manufacturer of Chicago, \$2,135,000 will be devoted to charitable works. This became known late yesterday when the will was filed for probate.

One striking and original feature is the establishment of a fund to provide homes in the country and means for sustaining them for families deserted by husbands.

Mr. Crane's sons, Charles R. Crane and Richard T. Crane, Jr., were named as executors to serve without bond.

Mrs. Crane, the widow, gets the home at 2541 Michigan avenue for life, the summer home at Lake Geneva and a yearly allowance of \$15,000, in addition to the provisions made for Mrs. Crane in an antenuptial agreement.

The will disposes of property estimated as high as \$20,000,000. In the petition it is estimated at \$10,000,000. Charles R. and Richard, the sons named as executors, will get perhaps the major part of their father's property. The third son, Herbert T. Crane, and the several daughters, the will says, had been cared for before the instrument was drawn.

MERELY OUTLINES CHARITIES.

The will itself gives no more than an outline of Mr. Crane's plans for charities. In a statement issued by Mr. Crane's attorney, John P. Wilson, Jr., it was announced that the heirs had planned to carry out their father's wishes, although his sudden death had prevented him making provisions for all of them in his will.

The charities planned by Mr. Crane to be executed by his sons are:

One million dollars endowment for a pension fund for the benefit of Crane company employees.

One million dollars to establish homes for dependent widows, to be established near Chicago, together with manual training schools for the children of the dependents.

One hundred thousand dollars to the United Charities as an endowment fund for the Mary Crane day nursery.

Ten thousand dollars to the Lake Geneva Fresh Air Home.

With the bequest of the Lake Geneva summer home to his widow, Mr. Crane in his will stipulated that it was to be the tract of land on which the house stands with the exception of those parts occupied by the home of his children, who are to have the use of the land for life.

SONS MUST ASSIST OTHERS.

The payment of Mrs. Crane's annual allowance of \$15,000 is ordered to begin on the date of the death and to be made in equal quarterly installments.

After making his specific bequests Mr. Crane's will continues with the disposition of his property as follows:

"I do give and bequeath all the rest, residue and remainder of my estate to my two sons, Charles E. and Richard T. Crane, Jr., and direct that the acceptance of them shall be construed as an agreement to provide \$15,000 annually for Mrs. Crane, my wife.

"In making this will I have made no particular provision for my daughters nor for my son, Herbert P. Crane, believing that they already have been well provided for. But Charles R. Crane and H. T. Crane, Jr., being practically my successors in business, will be required to assist them if they are ever in want."

WINTER ON LAKE GEORGE.

Guests at Port William Henry Hotel Enjoying Cold Weather Sports.

According to word received from John Rushlow, who is in charge of the winter sports at the Port William Henry Hotel at Lake George, the mid-winter festivities are now on in earnest and the hotel is doing a good business. The officials of the Delaware and Hudson railroad are watching the experiment of running a winter hotel at Lake George and it is believed that if the venture proves successful have already announced their intention of trying the scheme out on Lake Champlain at the hotel at Bluff Point.

Saturday there were about 25 guests at the hotel and all appeared enthusiastic and a number of people from Springfield, Mass., had engaged rooms for Sunday at the hotel. The hotel department of the Delaware and Hudson have long contemplated taking advantage of the movement of the public to get back to nature during the winter time, and with this object in view, built the hotel at Bluff Point and the Port William Henry Hotel so that they would be warm in the coldest weather.

On Lake George the hotel management has built a toboggan slide which extends a thousand feet out on the lake and provided 12 large toboggans. The skating rink has already been made and a large number of pairs of skates are in readiness so that any number of guests can be accommodated in this line. It has been arranged to have two hockey matches each Saturday afternoon, and last Saturday the New York Athletics and the St. Nicholas team of Albany, N. Y., played. Curling, skiing, snowshoeing and straw slides will form other amusements for spending time out of doors at the resort.

BRADSTREET'S WEEKLY VERMONT TRADE REPORT.

Reports to Bradstreet's for the week state there is a better feeling among the granite manufacturing interests, new business that has come in since the first of the year promises for a better condition in this line; cold weather of the week has made it hard to conduct work satisfactorily. Additional labor has been employed by the knit goods manufacturers. Among granite factories a little better feeling is apparent; some of these plants are behind on orders and are employing additional help, while with others no increase has been made. With furniture manufacturers the trade is a little quiet. Slate quarries state they do not anticipate any increase and report business for 1911 was from five to seven per cent. less than for the year previous. At woodworkings plants new business is coming in well. Wholesale trade in food stuffs is about normal; in drugs there is an increase boots and shoes report a normal business. Collections are unsatisfactory, slowness prevailing notwithstanding special efforts made to collect.

With the retail trade clearance sales have met with a larger patronage than was expected, particularly in the line of the larger places. In the smaller towns, trade where there has been no sleighing has been light. As a whole the clear up

sales have been exceptionally good. Heavier clothing has moved well by reason of the cold weather. Furs did not move as well in December by reason of conditions previously stated but the sales in this line so far this month have exceeded volume of trade of last year for the same time.

Included in the failures for the week in the State are two voluntary bankruptcies, one assignment and one receivership. Reports to Bradstreet's for the United States show total number of failures during 1911 was 12,679, an increase of 9.12 per cent. over the number failing during 1910. Less than one per cent. of the number engaged in business failed, to be exact, the percentage of failures to the number in business was seventy-seven one hundredths greater than during 1910. The number of failures for 1911 was the largest for any year since 1897 with the exception of 1908, when 11,044 failures were reported. That year's failures, however, was less than one per cent. of the total number of people engaged in business.

COUNTY TRUST CO.

Directors Pleased with Showing Made at Annual Meeting Tuesday.

The annual meeting of the Chittenden County Trust company was held Tuesday when the following were re-elected directors: E. J. Booth, John J. Flynn, A. O. Humphrey, E. P. Woodbury, J. S. Patrick, R. A. Cooke, E. F. Gebhardt and J. H. Macomber. The officers re-elected were: President, E. J. Booth; vice-president, John J. Flynn; treasurer, E. D. Worthen; assistant treasurer, Harrie V. Hall.

The bank has had a most prosperous year. Out of the 30 trust companies in the State it stands ninth as to total resources and second in respect to its commercial deposits. This has been accomplished in five years with only the capital stock to build on, and the directors are proud of the results.

SMALL FARMS FOR MEXICANS.

(From the Mexican Herald.)

The first move of the government toward buying large tracts of land for the purpose of cutting them up into small farms and inviting their settlement by Mexican agriculturists seems about to be undertaken.

The Sautena hacienda, an enormous property owned by Inigo Noriega, Baron Zayas and General Porfirio Diaz and situated in the northern part of the republic, will be acquired.

Gustavo Madero and General Manuel Garcia Cuellar are at the head of the syndicate which will make the purchase and begin the irrigation of the land at once. The purchase price and the cost of irrigation will be, it is asserted, not less than \$15,000,000.

General Diaz had a similar plan in view and had arranged for the government to pay to the owners the sum of \$20,000 for the purpose of irrigating the property, with the understanding that it was to be sold to the government to be parceled out among small farmers on easy payment terms. The \$20,000 was deposited in the Central bank in this city in furtherance of the plan, and the money is still there for such purpose.

As soon as the irrigation development is well under way the hacienda will pass into the hands of the government and then all Mexicans who are living in Texas will be invited to come to Mexico and take up the lands for settlement and cultivation.

In the middle of the big hacienda there is a small ranch called Colomeres. It is intended to cut this ranch up into building lots and build a town there as the center of the farming community.

LAUNDRY GIRLS MISSING IN REVERE HOTEL FIRE

Boston, Jan. 16.—The Revere House, one of the oldest hostilities in New England, was partially destroyed by fire early today. Quick work by the employees and the firemen saved all the guests, although there were many narrow escapes. The loss is estimated at \$100,000. A systematic search was made of the ruins at daylight, but no bodies were found.

To-night two hotel employees, laundry girls, were still unaccounted for and it was feared they had perished in the flames. The girls, Susan Doherty and Anna McDermitt, roomed on the fifth floor with other servants.

Summonses have been issued for a fire inquest which will be held at the State House Thursday.

BABY FROZEN TO DEATH IN ARMS OF MOTHER

New York, Jan. 16.—A hospital nurse who went to-day to the two bare, bitterly cold rooms occupied by an East Side couple found their two-month-old baby frozen to death on its mother's breast. The young mother, Mrs. John Cullitka, who was crippled with rheumatism and half starved, fought to prevent her child, which she believed still alive, being taken from her. Finally she swooned and was carried to an ambulance.

The father watched the proceedings in dumb grief. The hapless little family had not slept last night for the cold, when the culmination came of a struggle against poverty that had lasted six months during which he had been out of work.

HENRY LABOUCHERE DIES.

Radical London Editor Was in Parliament Half a Century.

Florence, Italy, Jan. 16.—Henry Labouchere, editor of the London Truth, died at his villa here this morning. He was 74 years ago Labouchere was one of the most prominent independent politicians in the British Isles. He was a member of Parliament for about half a century, but always declined to take office in any cabinet. His political views were extremely radical.

PAID FOR UNFIT CARS.

U. S. Postal Officials Are Charged with Misapplying \$1,000,000.

Washington, Jan. 16.—Charges that post-office officials illegally expended \$1,000,000 in payments to railroads for railway mail cars that did not come up to legal standards, were made before the House committee on reform in the civil service today by Urban A. Walters of Denver.

Mr. Walters declared that the postmaster-general and his assistants had compelled subordinates to certify that specified services had been received when, as a matter of fact, they had not been. His particular charges were that the cars furnished for railway mail service were "unsanitary, unsafe and worked hardships upon the mail clerks, resulting in loss of life, limb and health."

There may be a price quoted, on an article you're waiting to buy, in one of today's ads, which will convince you that you've found it "at a bargain price" after all.

LOWER FREIGHT RATES

Will Follow Completion of Barge Canal Two Years Hence.

Members of Commercial Club Urged to Answer Certain Questions Based on the New Conditions of Transportation.

At the regular monthly meeting of the directors of the Burlington Commercial club Tuesday the questions submitted by Lieut. R. D. Black of the United States engineer corps, with reference to the development of the Champlain waterway, were considered.

After a thorough discussion of the whole subject it was decided to send out to members the following statement:

"The New York State Barge Canal connecting Lake Champlain with the Hudson and points southerly and running through central New York State to Lake Erie and points westerly, will probably be completed at the opening of navigation in 1914.

"The channel through the 'Narrows' of Lake Champlain should be widened, deepened and straightened to accommodate the traffic which is expected to come into Lake Champlain through the barge canal. This work will be done by the federal government. How much money should be expended in improving the 'Narrows' obviously depends upon how much traffic will pass through that waterway.

"The United States engineer, Lieut. R. D. Black of Albany, N. Y., having in charge the work of improving the 'Narrows,' has asked us to obtain for him certain information upon which he can base his recommendations of how much money should be expended in such improvement.

"To assist in furnishing this information you will kindly answer the questions placed at the end of this circular, basing your estimate upon the following assumptions, namely:

"According to the information furnished by Lieut. Black, and other most competent authority, it is estimated that the new waterway (under maximum conditions of efficiency of use) will afford a ton-mile charge for moving heavy low-value freight between New York and Burlington, which may sink as low as 1-1/2 cents per ton mile, or in other words 40 cents per ton for the 300 mile haul between New York and Burlington.

"The change is almost certain not to rise above two and one-half cents per ton mile for low grade traffic and four cents for the highest grade traffic, even if the waterway is not used under conditions of full efficiency. The railroads must and will meet these water rates during the season of navigation, except where time is of the essence of the transportation service performed. And even in this latter instance it is not unlikely that the rail rates will be scaled down so as to exceed the competitive water rates only by the amount of safe profit differential.

"At present one of the lowest commodity freight rates from New York to Burlington, is exactly eight mills per ton mile. The lowest commodity rate from Burlington to New York is over eight and six-tenths mills. Our apples (in barrels and carloads) now go by rail for this particular haul at 12 and one-half mills per ton mile (18 and one-half cents per hundred pounds); our granite at ten and six-tenths mills (regular cut rate) or 16 cents per hundred pounds. At present the lowest 'class' rate between Burlington and New York in either direction is the same as the rate on granite; and the highest class rate (on south bound traffic) is 24 mills per ton mile, or 31 cents per hundred pounds.

"It should not be overlooked that the barges due in two years to the port of Burlington can carry cargoes to and from all the important cities along the line of the barge canal in New York State, and from all points on the Great Lakes, and down the Hudson to New York city. Soon there is to be a canal across Cape Cod and a large canal along New York with Trenton, Philadelphia, Baltimore, etc., not to mention the projected inter-lake canal extending to the Rio Grande in Texas.

"Branches of the New York State barge canal will extend to within a few miles of the anthracite coal fields, and bituminous coal will be brought from points near the Chesapeake Bay.

"To get an exact idea of the new dispensation in transportation that is coming for this whole region in the near future, let any shipper ascertain the distance of the points that will be reached by the new waterway west and south to which he sends freight, from which he receives freight, multiply the number of miles by the prospective ton-mile water rates given above (2 mills, 3 mills, 4 mills, according to the class of merchandise) and divide by 20 to get the rate per hundred pounds, and then compare this last figure with what he is now paying for carriage by rail.

"It is to be hoped that each one will answer these questions mainly from the point of view of the business with which he is personally most familiar—trade, agriculture, quarrying, or manufacture, as the case may be, and especially in it desired and specifically requested by Lieut. Black that each indicate the nature of the reasoning and data by which he arrives at his conclusion, in order that the answers may be subject to review and verification without involving a consideration of the commercial experience or sagacity of their authors."

QUESTIONS.

Upon the basis of the new conditions of transportation set forth above:

First. What is your opinion with respect to the probable expansion of existing trade of industry in northern Vermont, using Burlington as a gateway by rail and water?

Second. What is your opinion with respect to the possible or probable establishment of new industries or new lines of trade?

In view of the fact that Lieut. Black wants the information in question sent to him by January 21, it will be necessary for all concerned to act with the utmost promptness.

Frank C. Hooper, the well-known authority on mining who has become largely interested in the Vermont Construction company, was quoted as saying that the development of the Champlain waterway would facilitate the handling of large quantities of steel at a moderate rate and would consequently materially promote the development of that promising industry.

Prof. W. T. Jackman of the University of Vermont was elected representative from the Commercial club to the American Academy of Social and Political Science, which is to be held in Philadelphia in March.

The following committees were appointed:

Membership committee—M. C. Reynolds, chairman, W. C. Isham, A. O. Ferguson, Thomas Wagner, C. F. Cowles, A. R. St. Pierre, H. S. Howard, secretary, I. M. Bragdon, T. B. Wright, Lawrence Hartley, Prof. J. F. Messenger, E. K. Allen.

Transportation committee—C. S. Isham, chairman, S. F. Henry, M. J. Barnes, R. L. Patrick, Gardner Brewer, H. C. Humphrey, W. E. Burdett, F. B. Houston, Prof. M. J. Stanley, S. R. Moulton, S. L. Pliska.

Social center—Prof. G. P. Burns, chairman, Francis Doubler, C. A. Pease, M. D. H. H. Rosenberg, R. D. Thompson.

Industries committee—S. F. Henry, chairman, Thomas Wagner, H. H. Hagar, A. O. Ferguson, H. H. Hickok, E. S. Isham, H. A. Doten.

Fire insurance committee—J. E. Burke, F. E. Howes, M. D. McMahon, C. L. Woodbury, C. A. Barber.

Other committees will be appointed as occasion requires. The committee on membership will promptly begin the annual canvass and members can facilitate the work by handing their annual dues of one dollar each to the treasurer, H. S. Weed, at the Howard National Bank.

TWO IN FIRST CLASS.

Proctor Boys Successful in Scout Examinations—The Requirements.

State Scout Master Byron N. Clark announced Monday the successful passing on January 6 of Dean Alden and Carl Johnson of Proctor of the first-class scout examinations. They are the two first in the State to pass these examinations. There are three degrees of scouts, the tenderfoot, the second-class scout, and the first-class. The requirements for the highest grade, which the two Proctor boys have just passed, include:

1. Swim 50 yards.
2. Earn and deposit at least two dollars in public fund.
3. Send and receive a message by semaphore, or American Morse, or Myer alphabet, 16 letters per minute.

4. Make a round trip alone for with another scout to a point at least seven miles away, riding on foot or rowing boat, and write a satisfactory account of the trip and things observed.
5. Advanced first aid: Know the methods for panic prevention; what to do in case of fire and ice, electric and gas accidents; how to help in case of runaway horse, mad dog, or snake bite; treatment for dislocations, unconsciousness, poisoning, fainting, apoplexy, sunstroke, heat exhaustion, and freezing; know treatment for sunburn, icy poisoning, bites and stings, nosebleed, earache, toothache, inflammation or grit in eye, cramp or stomach ache and chills; demonstrate artificial respiration.

6. Prepare and cook satisfactorily, in the open, without regular kitchen utensils, two of the following articles as uncooked: Eggs, bacon, ham, butter, fish, fowl, game, pancakes, hot-cake, biscuit, hardtack or a "twist," baked on a stick; explain to another boy the methods followed.

7. Read a map correctly, and draw from field notes made on the spot, an intelligible rough sketch map, indicating by prominent marks important buildings, roads, trolley lines, main landmarks, principal elevations, etc. Point out a compass direction without the help of the compass.

8. Use properly an axe for felling or trimming light timber; or produce an article of carpentry or cabinet making or metal work made by himself. Explain the method followed.

How anxious are you to tell ad-readers about your real estate?

AFTERNOON RECEPTION.

Mrs. Walter C. Isham Entertains at Kliffa Club Rooms.

One of the most delightful social affairs of this winter was the reception given by Mrs. Walter C. Isham at the Kliffa club rooms Monday afternoon from four until six. The rooms were handsomely decorated with red and white carnations, tastefully arranged, and the flowers and the general color scheme were much admired. The invitations were extended to a wide circle of friends, and the number of guests present was a large one.

Mrs. Charles Wells and Mrs. Fred S. Pease were those who poured, and they were assisted by Mrs. J. E. Taggart, Mrs. H. Nelson Jackson, Mrs. E. A. Brodie, Mrs. Arthur S. Isham, Mrs. Edward S. Isham, Miss Anna R. Pope, Miss Mary L. Hagar, Miss Ethel E. Wells, Miss Florence L. Taggart, Miss Julia Pease and Miss Katherine E. Berbe.

A NEW DIRECTOR.

D. A. Loomis Added to the Burlington Trust Company Board.

At the annual meeting Monday of the Burlington Trust company, D. A. Loomis was added to the board of directors, the other officers being re-elected as follows: President, Henry L. Lard; vice-president, Edmund C. Mower; treasurer, F. W. Elliott. The officers, with F. E. Wells, C. L. Smith and Mr. Loomis constitute the board of directors. Mr. Loomis, who now becomes one of the directors of the company, came to Burlington 22 years ago and during the entire time has been connected with the Champlain Transportation company, having been associated with the late P. W. Barney and Capt. George Rushlow. In July, 1901, Mr. Loomis succeeded the latter as general manager of the Lake George Steamboat company and the Champlain Transportation company. In addition to his being a member of the board of directors of these two companies, he is also director of the Greenwich & Johnsonville railroad.

GOOD SPEAKERS COMING.

Will Address Sunday Meetings for Men at The Strong.

The Sunday meetings for men at The Strong theatre under the auspices of the Young Men's Christian association will begin one week from next Sunday, at three o'clock, and will continue each Sunday afternoon for four weeks. The speakers will be as follows:

Jan. 21—John Mitchell, vice-president of the American Federation of Labor, with subject, "Industrial Accidents: Their Prevention and Compensation as Workmen for Losses Caused by Them;" or "Am I My Brother's Keeper?"

Feb. 4—David J. Ranney of the New York city mission, "The Prodigal on the Bowery."

Feb. 11—J. N. Bares, "Better Penal Law in Vermont."

Feb. 18—President John M. Thomas, "The Golden Rule."

ATTEMPT AT SUICIDE

Arthur Uhlig Severed Radial Artery in Both Wrists.

Would Have Died to Death if Cuts Had Not Formed—Is Said to Have Brooded over Political Conditions.

Tuesday morning shortly after seven o'clock Arthur Uhlig, a Slater, 33 years of age, was discovered in an almost unconscious condition in a blood-drenched bed at his boarding house at 6 North Bend street, where he was suffering from some self-inflicted wounds, made in an attempt to commit suicide. The man had severed the radial arteries in both wrists, but clots of blood had formed in both cases and prevented death, although a large amount of blood was lost and the patient will be in a very weak condition for several days to come. The deed was done with a razor, and the attempt to put an end to life had evidently been a determined one as the cuts were made clean through the tendons, and two cuts were inflicted on one wrist.

Uhlig is a native of Germany, but came to this city a year ago. Since that time he has been known as a man of exemplary habits, but is known to have read a great deal of socialist literature and to have brooded over political conditions. On Monday he was particularly morose, but went to his room at his regular hour of retiring, about 9:30 o'clock. The landlady thought that she heard a noise as of some one striking the wall at that time and called to the man but, receiving no reply, thought no more about it.

Tuesday morning she heard a sound as of some one breathing heavily and, becoming frightened, ran upstairs and asked Uhlig if anything was the matter, to which he replied: "Yes, I tried to do away with myself but was unsuccessful." He also told the woman not to enter the room but she did so and found him lying in bed in a pool of blood. A large pool also lay on the floor and the bed clothes were all drenched. Uhlig lay back as though dead and the woman immediately ran for aid.

Believing that death had resulted, Health Officer C. F. Dalton was summoned and with him Dr. F. W. Baylies. The blood had ceased to flow and it then became apparent that life was not extinct. The wounds were dressed and later in the day the man had revived considerably, although he is still very weak.

Uhlig would not discuss the motive for committing suicide and nothing could be gotten from him except the oft-repeated sentence, "I have never wronged anybody in my life."

FIRE AT LORD'S FACTORY.

Auto Truck Climbs Two Terraces and Checks Blaze.

Fire was discovered Tuesday night about 11:30 in the building situated in the rear of the residence of L. B. Lord on South Willard street and used as an engine house and place for preparing poultry food. Before it was extinguished, a general alarm was turned in and all but one of the fire companies responded. Although the blaze for a time was a stubborn one, the damage done was small and is estimated to be in the vicinity of \$50.

The fire was first seen by Police Officer Henry who sent in a still alarm to station one. The automobile responded and was on the scene when someone else discovered the blaze and sent in the general alarm. When the firemen first arrived, the east side of the building was flaming up to a considerable height, and it looked as though the men had a hard proposition on hand. The automobile tore through the yard of the Adams school and mounted two terraces so that the chemical tank was quickly in operation and as soon as the other companies arrived a stream of water was used.

The fire had evidently caught from the boiler and had communicated through the entire floor. The east side of the building was in flames and before the fire was out a small hole had been made through the roof. The smoke was dense for the first few minutes but the chemical quickly cleared the air, and the remainder of the fight was to search out smoldering places in the floor. A considerable amount of stock, used in the preparation of poultry food, was stored in the building but this was not damaged. The building is only one story in height and of frame construction. It was not insured.

VERMONTERS WON PRIZES.

Captured Several Premiums in Big Poultry Show at Boston.

Vermont was fairly well represented at the great poultry show just closed at Boston. To win in this show means something to the exhibitor, as it is the largest and best poultry show in the United States. The list of Vermont winners is as follows:

Buff Plymouth Rocks—R. L. Blodgett, Bristol, sixth cockerel.
Black Wyandotters—F. S. Chaffee, Rutland, first cock, second cock, first hen and second cockerel.
Single Comb Brown Leghorns—R. C. Blodgett, Bristol, fifth pullet.

S. C. Buff Leghorns—M. H. Willis, Jamaica, second hen, first cockerel and first pullet.
R. C. Buff Leghorn class.
Bourbon Red Turkeys—A. I. Lawrence, Burlington, first cockerel and first pullet.
Black Breasted Red Game Bantams—F. D. E. Stowe, Brattleboro, third cockerel; third cockerel in Golden Duckwing Game Bantam class, and in Birchen Game Bantam class; third hen, second cockerel and third pullet.

Silkie Bantams—W. G. Townsend, Rutland, second cockerel and third pullet.
Sebright Golden Bantams—D. S. Brownell, Springfield, second hen and second pullet.

The body of Dell King, a farm hand at North Danville, was found eight miles from there Sunday morning. He had been frozen to death. He was on his way home from St. Johnsbury, when the intense cold overtook him and he fell under a fence with some vague idea of obtaining shelter there. But in the temperature of 35 degrees below zero he perished. He was 40 years of age and is survived by a wife and three children.

Vadine, the French aviator, has made a new world's aeroplane speed record, flying 83.2 miles in one hour.

The Bates mills at Lewiston, Me., will this spring double their capacity, requiring an additional force of 2,600 operatives.

The W. G. Reynolds Co
Carpets, Furniture, Linens

THIS BIG 5 CENT

Furniture Sale
Offers you still another opportunity to save on Linens and Kindred Lines . . .

Every item will count toward your 5-c purchase

The month is drawing to a close—it's greatly to your advantage to make the best of these special items NOW.

BED SPREADS—Full size, Marseilles patterns, hemmed ready for use. Our regular \$1.50 quality, all perfect. **ONLY \$1.19 EACH**

LINEN TOWELING—17 in. wide, blue border, worth regularly 12½¢ yard. **5 YARDS FOR 35¢**

ALL LINEN HAND TOWELING—Colored border and fast selvage, 17 in. wide, worth 15¢ yard. **ONLY 9¢ YARD**

TOWEL ASSORTMENT—Containing Huck and Damask Towels that sold up to 35¢ each—**YOUR CHOICE 15¢**

TURKISH BATH TOWELS—20x43 inches, very heavy and made with a roll hem edge, regularly 39¢ each. **SPECIAL, EACH 25¢**